

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "IOWAN," 2,338 tons Captain W. A. Valentine.
 " "FATSHAN," 2,360 " " R. D. Thomas.
 " "KINSHAN," 1,995 " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a Second Departure about 7 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-UCHOW LINE.

S.S. "SAINAM," 1,588 tons Captain J. Willox.
 " "NANNING," 569 " " A. McKinnon.
 One of the above steamers leaves Canton every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1906. (10)

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 19th October, 1906. (15)

WEST RIVER BRITISH STEAMSHIP CO.

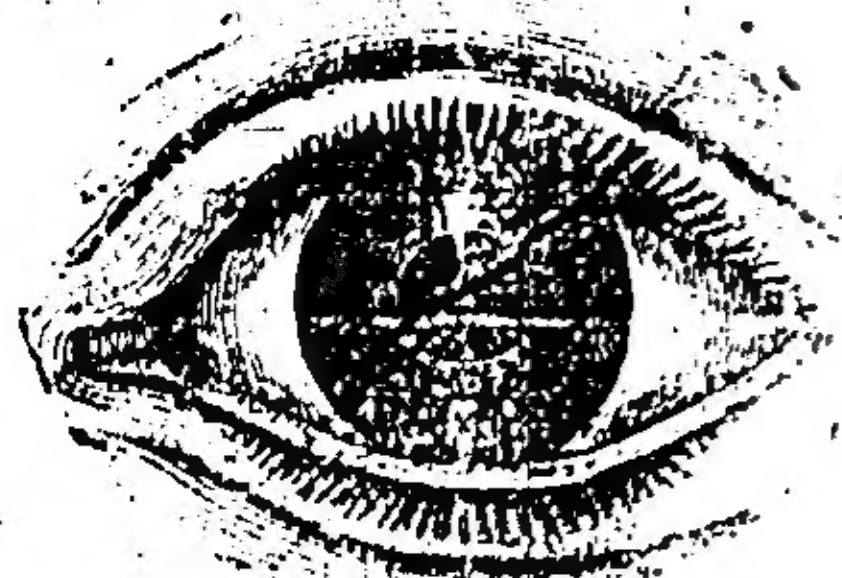
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906. (14)

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C. 59, Denbuck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905. (18)

Dentistry.

Dr. M. H. OHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VŒUX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 12nd July, 1905. (17)

TSYU TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARQUILL STREET.
 REASONABLE FEE.
 Consultation Free.
 Hongkong, 20th July, 1904. (16)

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship PRINZESS ALICE, Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th November.

Content of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.
 Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
Via BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 13th November.
PRINZ SIGISMUND	3,303	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD, Captain Ph. Oberbauer, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. 0. 0.	£18. 0. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£15. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£31. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$170.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ABOUT
 SHANGHAI, NAGASAKI, BUELOW WEDNESDAY, 7th Nov.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD WEDNESDAY, 21st Nov.
 KOBE & YOKOHAMA
 YOKOHAMA & KOBE PRINZ SIGISMUND WEDNESDAY, 21st Nov.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG:

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	59. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA, VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 25th October, 1906.

MELCHERS & CO.,
 AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905. (139)

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906. (107)

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.

PRICE \$10.50 per case of 12 bottles (quarts) or 5 doz. pints.

Special Prices for Quantities.

Sole Agent—

SIEGSEN & CO.

Hongkong, 10th Jan'y 1907. (12)

FOR SALE.

WELSHACH'S

IN-DOOR & OUT-DOOR

4-LIGHT GAS ARC

LAMPS, DO. BOXED

LIGHTS, DO. HARP

LAMPS, DO. MAN-

TLES, CHIM-

NEYS, GLO-

BES, SHA-

DES, &c., &c.,

and INCAN-

DESCENT

GASOLINE

LAMPS of all

descriptions

from best

makers.

NAPHTHA of

the best kind

for GASO-

LINE LAMPS

and GASO-

LINE EN-

GINES, kept

in stock.

TAI KWONG CO.,

109, Des Vœux Road Central.

Hongkong, 1st October, 1906. (109)

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors

give many names, but which few of them really

understand. It is simply weakness—a break-down,

as it were, of the vital forces that exist in the system.

No matter what may be its causes (for they are al-

most numerous) its symptoms are much the same:

the more or less constant feeling of sleepiness, sense of

prostration or weakness, depression of spirits and

want of energy for all the ordinary affairs of life.

Now, what alone is absolutely essential in all such

cases is increased vitality—vigour—

VITAL STRENGTH & ENERGY

to drive off these morbid feelings, and experience

proves that this may be secured by a course of the cele-

brated life-restoring tonic—

THERAPION No. 3

than by any other known combination, and is

as it is taken in accordance with the printed

directions accompanying it, will the shattered

health be restored.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH,

and a new existence imparted in place of what

had so lately seemed worn-out, "used up," and

valueless. This wonderful restorative is purely

vegetable and innocuous, it is agreeable to the taste

—suitable for all constitutions and conditions

of life, and it is difficult to imagine a case of

disorder or derangement, whose main features are

those of debility, that will not be speedily and

permanently benefited by this never-failing recu-

perative essence, which is destined to cast into

oblivion everything that had preceded it for this

wide-spread and numerous class of human ailments.

THERAPION is sold by

Chemists throughout the world. Principal England,

28 and 40, Tottenham Court Road, and the word

"THERAPION" appears on British Government

Stamp (in white letters on a red ground) affixed

to every package by order of His Majesty's Hon.

Commissioners, and without it is a forgery.

Auction.

1000000, 1st October, 1900.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCALL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS.

BURNT ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the damkest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRIA BUILDINGS.

Hongkong, 26th October, 1906.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any return of MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
Weekly—\$12 per annum.
The rate per quarter and per month, proportional. The daily issue is delivered free when the three is sent to the subscriber. The paper sent by post is additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, 5 cents. Weekly, 10 cents. Five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCT. 31, 1906.

THE WHITE PLAGUE.

Any publicity that can be given to the statements of scientists who are engaged in strenuous endeavours to combat the dreadful scourge of tuberculosis should be welcomed in the interest of humanity. Were the researches of the two eminent physicians who have been conducting investigations with the object of rendering human beings immune from the "white plague" to be carried to a successful issue, the world at large should benefit to an extent commensurate with the dreadful ravages of the insidious disease. From a recent report from Roubaix by Consul W. P. Atwell it is now thought that Drs. Calmette and Guérin of the Pasteur Institute of Lille have finally discovered a vaccine which will render humanity immune from the dreadful scourge of tuberculosis. On June 12 Dr. Albert Calmette of Lille read a paper before the Academy of Sciences in which are embodied the researches which he has made in company with Dr. C. Guérin with regard to infection from tuberculosis and its remedy. The following is a translation, which we extract from an exchange, of their conclusions concerning this most important matter: "Many experiments have demonstrated that tuberculosis bacilli destroyed by heat or other agents pass through the walls of the intestines as readily as living bacilli and are found in the mesenteric ganglions and lungs, we experimented with the object of discovering whether young animals—such as calves and kids that had been made to swallow

two doses, the second forty-five days after the first, of from five to twenty-five grams of dead bacilli or bacilli whose virulence had been modified—could endure with impunity the injection of a meal of five centigrams of fresh tuberculous matter taken from a cow, matter which would be surely infectious under ordinary conditions. We are now convinced that bovine bacilli destroyed by boiling for five minutes, or simply heated during the same period, will, for five months and even for a longer time to which it is not now possible to fix a limit, vaccinate perfectly against virulent infection through the digestive organs. We shall publish before long a detailed account of these experiments, as well as others in progress for which we have used treated bacilli from various sources and bovine bacilli treated by iodine and by hypochlorite of lime. Our belief, founded on experiments, now is that young calves may be vaccinated by simple intestinal absorption of bacilli subjected to heat and that this method of vaccination is not dangerous. If further experiments justify the application of this method as a preventive against bovine tuberculosis, nothing can be urged against its application in the case of human beings. We think it will be possible to guard children against natural infection by giving to them a few days after birth, and again a few weeks later a very small quantity of tuberculous bacilli of human and bovine origin subjected to heat and mixed with a little milk. The only precaution absolutely necessary, and one not always easy to apply, would be to guard children thus vaccinated against all tuberculous contamination for a period of at least four months. Special nurseries might be founded for new-born infants of tuberculous parents, where they might be protected against all tuberculous germs until they had acquired immunity through vaccination. We believe that these difficulties would be readily overcome in order to insure such immense advantages as those gained by rendering humanity refractory to tuberculosis contagion. It is learnt that after Dr. Calmette had read his communication, Dr. Roux announced that he and Dr. Ville of Alfort had been engaged in similar experiments and that the results obtained by them coincided remarkably with those of Drs. Calmette and Guérin. Consul Atwell remarks that while Dr. Calmette's experiments are not yet quite conclusive, the matter is one of such interest to humanity that all investigation in this line should be given publicity.

LOCAL AND GENERAL.

OWING to cable defects, telegrams from and to the Continent of Europe may suffer some delay during the next few days.

THE gun practice arranged for the 30th instant, by the Major-General's staff, will take place tonight at the same time.

At the Legislative Council to be held to-morrow Mr. H. H. J. Gompertz, Senior Police Magistrate, will be sworn in as Attorney-General, in succession to Sir Henry Berkeley, K.C., retired.

Mr. H. H. J. Gompertz sat for the last time to-day as police magistrate. He leaves the Magistracy to take up his new appointment as attorney-general. We wish him success in his new office.

THERE will be a practice game to-morrow afternoon on the Hockey Club ground, at 5 p.m. Members who have not been notified, and intending members, are requested to turn up, and it is hoped that a good muster will be present at this opening game.

IT is announced that Admiral Togo, Chief of the Naval Staff Board, Viscount Hayashi, Foreign Minister, and Vice-Admirals Shibayama and Samehima have had their official rank raised to the Third Class of the Senior Grade from the Third Class of the Junior Grade.

THE Marquis de Marquis returned from a successful concert season in Manila. For Marquis de Marquis, the violinist, and his wife, the harpist, who will be remembered by many who heard them in Hongkong five years ago, will give a concert at the Peak Hotel on Monday next, when they will be assisted by Mrs. R. H. Newborn, soprano, and Mr. George Grimble, at the piano. An excellent programme may be expected from these artists.

IF any sign were wanting of the approach of what we call the winter season in this Colony, it is surely to be found in an observance of the energetic manner in which coolies are everywhere engaged hauling down, and packing in their swaddling clothes, the punkahs, which have been so necessary and welcome for the last six months, and which, like the dormouse, will now hibernate, until the advent of the next hot season calls for their resuscitation.

A COOLIE by name Kwok Yeung, who gave the police to understand that he lived at No. 12, Tai Wo Street, Wanchai, walked into the Royal Dutch Petroleum Company's premises, at North Point, yesterday afternoon, annexed four dollars' worth of copper, and got arrested. He came before Mr. F. A. Hazelland, at the Police Court to-day, and was sentenced to three weeks' hard labour and three hours' stocks. "This makes the second attempt during the last two days of coolies trying to separate the Company from its copper," said an officer, "and it would not surprise me at all to hear that the next coolie is charged with attempting to steal one of the oil tanks!"

THE "HANKOW" FIRE.

THE JURY'S VERDICT.

EXPERT'S EVIDENCE TAKEN.

Mr. H. H. J. Gompertz, presiding as Coroner, and a jury, comprising of Messrs. A. Course (foreman), T. G. Drakeford and G. Kapp, continued the inquiry at the Magistracy this morning, touching the deaths of those persons who were killed on the 14th instant, as a result of the fire on board the steamer *Hankow*.

Inspector Waincock, Detective-Sergeants Watt and Grant, of the Central Police Station, and Sergeant Davis, of the Water Police Station, watched proceedings for the police.

KISSING THE BOOK.

Dr. O. Mariott was the first witness called and he objected at first to be sworn by kissing the Bible, saying his objection was a sanitary one. His Worship said he could not swear the doctor in any other way, and the Bible was finally resorted to.

NO MEDICAL AID REQUIRED.

The doctor, sworn, said he was on the spot when the fire broke out on board the *Hankow*. The fire got very fierce soon after, but it did not appear to the witness that there were any one on board at the time, although people were being rescued from the water. Soon after he saw about twenty or thirty persons on the deck of the burning steamer. Witness attended to a few persons who were rescued from the water, but they were past aid. He inquired of a police officer whether there were any persons requiring medical assistance. The inspector replied in the negative, adding that those that were rescued were dead. Witness then left.

The Coroner: Would you have remained if you were wanted?

Witness: Yes, until another doctor came to take my place.

The Coroner: So from the condition of affairs you satisfied yourself that you could do no good?

Witness: No.

INADEQUATE WATER SUPPLY.

Arthur Lane, assistant engineer and station officer of the Fire Brigade department, was the next witness called.

The Coroner: You are an expert in fire brigade matters?—That's what I was trained to.

The Coroner: You do not think that?

Witness: I do not think that. When I went up to the tower to locate the fire and assist the man on the tower to ring the bell, and to inform the Central Police Station of the matter. Then I went downstairs and turned the station out—that is all the machines. I then went to the fire.

The Coroner: Can you tell what time you got there—the *Hankow*?

Witness: About 3.08 a.m. Continuing: When I got there the ship was well alight and the hose reels had arrived. The hydrants were then put to work. I could see there were people in the water and I tried to assist one or two out from the steps. By that time more firemen had arrived. Finding the hydrants were weak, I sent back for more pressure, and also dispatched a message to No. 2 Police Station for their Wanchai engine.

The Coroner: How long after you arrived at the scene of the fire did the engines arrive?—They were following me all the way down.

How many hydrants did you have at work?—Five.

Can you give the time when the Wanchai engine arrived on the scene?—I could not say. The engine had to come all the way from Wanchai, but it was there when the Governor arrived.

Did you have a pressure of 100 pounds from the hydrants?—No, we were only getting from between 60 to 70 pounds.

When you sent for more pressure did you get it?—Yes.

Who controls the pressure of water?—The P. W. D.

Witness, continuing, said that five or seven minutes after he arrived the whole ship was ablaze forward. There was also a moderate breeze blowing at the time sufficient to clear the vessel of smoke. If witness had obtained 100 pounds pressure of water probably the forward part of the *Hankow* would not have been so much damaged. The after part could not be saved anyway. Witness would expect a fire on a ship to spread rapidly when the ship consisted of dry wood, paint, canvas, etc. Witness said that since he had been in the Colony he had seen all kinds of pressure from different hydrants. At one time he got a pressure of 180 lbs., but that depended on the motor at the power house. When a fire is discovered, said the witness, the alarm is first sent to the Central by telephone and from there the other outdoor stations are communicated with. Witness said that, assuming, for example, the Hongkong Hotel took fire he did not think his mains would carry water to the top of the buildings. There was not sufficient water in the Colony to meet any big building that was burning fiercely, and the fire spread.

KIDNAPPED GIRL ON BOARD.

P.C. 69 H. V. Parr, of No. 7 Police Station, said he was on the wharf at 10.30 p.m. on the 13th instant, waiting for the arrival of the *Hankow*. She made fast to the wharf at 7.55 a.m. on the 14th instant. As soon as she arrived witness boarded her and saw Captain Branch on business. He then secured a girl on board, who was kidnapped from Canton. When witness was on board a Portuguese watchman ran up and said, "Fire alo!" Witness, the captain, and the first officer were together at the time. As soon as it was known that a fire was on board the officers made for the scene, followed by witness, who sounded his whistle. He got ashore by the forward gangway and went below to see what he could do to the fire. He could not get near enough, however, owing to the rush of Chinese passengers. Witness then remained on the gangway for five minutes until it got too hot to remain there any longer. People were then in the water. Witness secured a life-line and threw it to those in the water. He also threw pieces of timber that were lying on the wharf wall into the sea for those in the water to cling to, but they did not avail themselves of the opportunity and so witness took off his coat and entered

the water with other officers. He himself rescued about thirty persons, all alive, for they walked away soon after getting ashore.

With the aid of a plan of the *Hankow* witness here pointed out to the jury the place where the fire started.

Witness, continuing, said that while he was on the wharf seeing the ship coming alongside he did not notice any signs of a fire or any smells of kerosene. As soon as the *Hankow* warped to the wharf the Chinese passengers proceeded to go ashore, and many did not know there was a fire aboard owing to the rush. From the time witness blew his whistle to the time he was driven off the gangway by the flames not more than six or seven minutes had elapsed. Witness thought that if the passengers had left their boxes on board when the fire occurred all would have got off safely, but they did not, even those who jumped overboard took their property with them. Chinese Constable 170, who was on duty on the wharf while the *Hankow* went alongside, said a few minutes after her arrival he heard people crying "fo-chuk!" Witness went aboard and saw the fire burning. It was only a small fire then—enough he remarked to boil a pot of tea. Witness made an attempt to pull down the stack of maling, but it got worse, and commenced to burn the upper deck. Then witness blew his whistle.

The Coroner: While you were near the fire did you smell any kerosene?

Witness: There was a smell of paint—the paint from the sides of the ship.

FAILED TO SWITCH OFF LIGHTS.

Robert Thorburn, second engineer, s.s. *Hankow*, said he was on watch in the engine-room on the morning of the 14th instant. Half way down the river his watch began. When the alarm of fire was given he was still in the engine-room. It was about 3.15 then. Witness immediately went to turn the lights off, but failed in the attempt, owing to the smoke. He had great difficulty in leaving the engine-room, and by the time he reached the deck it was time for him to get ashore, as it was dangerous to remain on board longer.

A BOATMAN'S STORY.

Ho Kan, the master of an unlicensed passenger boat, said he was lying off the Loong Wing wharf on the morning of the 14th instant. He heard cries of "kan-ming" coming from on board the *Hankow* and from the water. He pulled up his anchor and went to help. He rescued eight persons from the water and got them ashore. He went back again, but on this occasion the fire on the *Hankow*, which was shooting out from that vessel, caught his boat and it took fire and was burnt to the water's edge. Witness and his three *fois* jumped overboard and swam ashore. By the fire he suffered a loss of nearly \$500.

A captain of the owner of a cargo boat, who had his boat burnt in rescuing people from the water, said, altogether she and her *fois* saved about thirty lives. She estimated her loss at \$1,800.

ELECTRIC LIGHT FITTER'S EVIDENCE.

The electric light fitter of the steamer *Hankow* was in the electric light room when the fire broke out on board the steamer. Nothing went wrong with the steamer's lights.

A PASSENGER'S EVIDENCE.

A shopkeeper, carrying on business in Jervois Street, declared he was on board the steamer on the night of the fire. When he left the ship to call a boarding-house runner no fire had occurred. When he returned with the runner there was a very big fire burning on board. His six friends, who came down from Canton with him, could not be seen then. It turned out afterwards that only three were saved, the bodies of the other three being identified by the bodies of the other three being identified by the witness in the morgue. Before witness left the *Hankow* he noticed nothing unusual aboard.

THE DEATH ROLL.

L. S. Adlington deposed that at 3.05 a.m. on the morning in question he was aroused by the fire bell and went down with other firemen to the steamer *Hankow*, which was on fire at the time. Witness later went on duty at the Tug Wah hospital. There he received, on the 14th, sixty-eight dead bodies, on the 15th eighteen dead bodies and on the 16th thirteen corpses. Altogether, 111 dead bodies were recovered.

ARTIFICIAL RESPIRATION FAILS.

Inspector Waincock, who had charge of the police, supervising the work on board the *Hankow* at the time of the fire, spoke of the time he arrived on the scene, the time the fire brigade got to work earnestly, and the work of saving life. The inspector said that nearly all who were rescued from the water expired soon after being brought ashore, first and having failed to restore them to life. The names of those who died good work in saving life he gave as follows:—Lieutenant Davis (in charge of police pinnace), who jumped overboard and saved a man from on top of the paddle-box; P.S. 73 Davitt, who rescued many persons; P.C. Parr, Detective-Sergeant Grant, and Mr. J. Alves. Any persons, said the inspector, as soon as they were rescued left the scene, and so the police were unable to get the exact number of lives saved, but there were over 100 saved. Witness had not been able up to the present to get the information in the *Hankow*'s cargo was chiefly insured.

The cargo and the consignees of most of the cargo of the *Hankow* belonged to European firms, continued the witness. He examined the ship after the fire but could find nothing that could suggest incendiarism. It was the general opinion that a coolie stowaway got on top of the stack of maling and commenced smoking. The maling got lighted and was smoldering until the breeze fanned it into flames. Another theory was that probably an opium lamp was knocked over on top of the stack of maling. Near the gangway, seventeen charred bodies were picked up by the police. These were mostly women and children, who were in all probability trampled upon by the crowd. The police recovered the bodies of fifty-two women, that of nineteen men, nineteen children, two persons died in hospital some time later as a result of injuries received, and two more charred bodies were recovered after the vessel was towed out to sea. That made a total of 111 killed on board and in the harbour.

THE CORONER'S REMARKS.

The Coroner, addressing the jury, said that he did not see the use of multiplying evidence. The police had many more witnesses to call, but their story was about the same as that taken already. Witnesses had given their evidence very clearly, and they had listened to it very carefully. In a case of this kind it was always necessary to hold an inquiry. He stated that it was the opinion that the ship had been set fire to, but there was no evidence to prove that. He would ask them to give their verdict and if they had any remarks to make he would take them down.

THE VERDICT.

The jury returned a verdict of death by misadventure, and added as a rider that they thought it a dangerous practice for ships to carry such inflammable cargo (unprotected) on the main deck; that the services of the police and others in saving life should be highly commended, and that the two boat people, who had their boats destroyed through saving life, should be compensated. That concluded the inquiry.

THE YUE-TAN RAILWAY.

FOR THE VICEROY'S GUIDANCE.

[From a Correspondent.]

Canton, 29th October.

H. E. Fong Sit Chun, a Cantonese member of the Board of Foreign Affairs at Peking, has sent a lengthy private despatch to H. E. Chow, Fu, the Viceroy-designate of Canton, in which he gives a great deal of detailed information regarding the affairs of, and conditions prevailing in Kwangtung Province, for H. E.'s information and guidance. The most important subject dealt with is the Yue-tan railway operations, regarding which he says that the words "meican the administration" in the prospectus and articles of association are not meant to be read as intimating that the Government has no concern with the Company's affairs, but merely that it is a purely mercantile enterprise, the funds being raised entirely amongst the mercantile community of that province. But the business of course needs the protection of Government as though it were an official concern. It was feared that after the departure of H. F. Viceroy Shum from Canton, trouble might arise between the directors of the Company and the owners of the land they wished to acquire for the enterprise. He therefore sent the despatch to request H. E. the Viceroy-designate to do all he could on arrival in his new province to use his influence to keep the affairs of the Company running smoothly, even as was the case during H. E. Shum's Viceroyship.

HIGH-PRICED LANDS.

A native of Fochi, Fang Ka Sich by name, and a great favourite of H. E. Viceroy Shum, and who was formerly at one time a land purchasing agent for the China-American Development Company, called a day or two ago on the Nambui Magistrate, and requested him to be good enough to send a despatch to the secretary of the Yue-tan Railway, asking that gentleman to furnish him with the details as to the number of parcels of land already purchased by the Company, where they are situated, and the prices paid for same. He stated that H. E. Viceroy Shum feared that the company was paying ridiculously high prices for the land they needed to acquire for the railway line.

JEALOUSY IN THE DIRECTORATE.

It is stated that the president, Chang To Chai, and the vice-president, Wong Chin Ping, are very jealous of each other since they joined the directorate of this Company. It is said that "Wong Chin Ping has prepared a report against Chang To Chai, to present to H. E. the Viceroy-designate, as soon as he arrives in Canton. It is also stated that Chang To Chai has handed a letter to each of the other directors of the Company, stating that it is necessary for him to return to his home at once to rest, as his health is much impaired. The date for which the notice was given of such intention was the 25th inst.

WANT INVENTORY OF STORES.

Messrs. Chang To Chai, president, and Wong, chief engineer of the Yue-tan Railway Co., Ltd., have issued joint instructions to the chief storekeeper of that Company, that, as so much railway material and tools are arriving from abroad almost daily, it is their wish that the chief storekeeper shall supply them with a monthly return, at the end of each month, showing in detail the quantity of stores in stock, the quantity received, and issued, during the month, and then remaining in the storehouse. This return must clearly show whether any, and if so what, stores have been lent to the Honan, Hupeh, or other branches, or whether they were all used by the Yue-tan Railway Co., Ltd., of Canton only, for the building of the line.

CHANG TO CHAI'S SUCCESSOR.

H. E. Wu Ting Fang has had an interview with H. E. Viceroy Shum in the course of which H. E. Wu asked the Viceroy to memorialize the throne on his behalf, requesting that H. E. Wu, an accountant of increasing old age, might be allowed to retire from the Imperial service, in which he has so long held the post of President of the Board of Punishments. As soon as the shareholders of the Yue-tan Railway Co., Ltd., heard this and learned of the possible retirement of H. E. Wu Ting Fang from the public service, it is understood that they at once proposed to ask H. E. to accept the presidency of the company, in succession to Chang To Chai, in the event of H. E.'s being allowed to retire. The result is awaited with much interest.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-morrow (Thursday) at 2.30 p.m.—BUSINESS.

1. Financial minutes. (Nos. 84 and 85).
2. Report of the Finance Committee. (No. 11).
3. Report of the Public Works Committee. (No. 2).

4. The Attorney General will move the following Resolution:—Resolved that the resolutions regarding the running of Workmen's Cars by the Hongkong Electric Tramway Company, Limited, passed by the Legislative Council on the 21st day of June, 1906, be rescinded as from to-day.

QUESTIONS.

- The Hon. Mr. H. E. Pollock will ask:—(a) When does the Government intend to commence work on the construction of a new harbour of Refuge?
- (b) Will the Government state the respective situations, areas, and estimated cost of construction of the various new Harbours of Refuge which have been suggested at different times?
- (c) Will the Government state what is the area of the present Harbour of Refuge at Causeway Bay?
- (d) Has the Government obtained any, and if so, what estimates with reference to the dredging and deepening of the shallow portions of such Harbour of Refuge?

ORDERS OF THE DAY.

Second reading of the Bill entitled An Ordinance to amend the Widows' and Orphans' Pension Fund Ordinance, 1900.

A. G. M. FLETCHER, Clerk of Councils.
N.B.—A meeting of the Finance Committee will be held immediately after the Council.

THE HONGKONG TYPHOON.

RESOURCES FOR RELIEF MEASURES.

OFFICIAL DESPATCHES.

We have been asked to publish the following despatches for the information of the general public:—
[Telegram from Secretary of State, London, to Governor, Hongkong, dated 24th September, 1906.]

"Am I right in assuming that resources of Colony will be able to meet distress caused by typhoon without recourse to assistance from outside. Telegraph reply."

[Reply from Governor, Hongkong, dated 25th September, 1906.]

"Referring to your telegram September 24th now anticipated that private European and Chinese subscriptions will reach \$125,000."

"Government of Hongkong will vote equal amount. These sums will suffice for relief of survivors and for replacing native craft necessary for trade of Colony."

"Many entire families have been lost that number to be relieved is relatively small to extent of disaster."

[Despatch from Secretary of State dated 28th September, 1906.]

Douglas Street, 28th September, 1906.

Sir, I have the honour to acknowledge the receipt of your telegram of the 25th instant, in reply to my inquiry whether the resources of the Colony would be sufficient to meet the distress caused by the recent typhoon, without recourse to help from outside. My inquiry was suggested by a telegram from the Governor of Mauritius asking if help was required. I have learnt with much gratification of the large sum raised, by subscription amongst the inhabitants of Hongkong, both European and Chinese, and I gladly approve the proposal to vote a similar sum of \$125,000 from Colonial funds. The Colony has met this disaster with a prompt generosity thoroughly in accordance with its traditions.—I have, etc.,

(Sd.), ELGIN.

Governor
Sir M. Nathan, K.C.M.G.,
&c., &c., &c.

CLAIM AGAINST A HOTEL.

PLAINTIFF SUES TOO LATE.

At the Supreme Court this morning, before His Honour Mr. A. G. Wigg, Puisne Judge, presiding in Summary Jurisdiction, Thakur Singh, late watchman of a local hotel, but now unemployed, sued the manager of the hotel, for recovery of the sum of \$26.50, being wages for the months of July, August, and September, the defendant deducted from his wages for the months of July, August, and September, and as to \$16 being the amount of wages paid by plaintiff to four Indian watchmen, for two days' duty at the City Hall, on defendant's behalf.

Mr. R. Gardiner, of O. D. Thomson's office, appeared for the plaintiff, and Mr. A. C. Holbrow, of Messrs. Deacon, Looker and Deacon, represented the defendant.

Mr. Gardiner said that plaintiff claimed in all \$26.50, made up as follows: In each of the months of July, August, and September, the defendant deducted the sum of \$3.50 per month from the wages of the plaintiff for no reason of which plaintiff was aware. As to the \$16, in December of last year defendant ordered the plaintiff to engage four watchmen to remain on duty at the City Hall, on the 26th and 27th of that month, and plaintiff paid each of the four men \$2 per day on defendant's behalf. Plaintiff had repeatedly asked defendant for the payment of these sums, but the latter always refused to pay.

In the early part of the current month of October, finding he could not get payment of these sums plaintiff asked leave to resign, and he was allowed to do so. On behalf of the plaintiff a witness was called who said he was engaged by plaintiff on the 26th of December last to remain for two days on duty, there and he was paid by the latter. There were three other watchmen engaged at the same time.

Cross-examined by Mr. Holbrow witness said he did not know the defendant, and did not understand the case was engaged by him. Plaintiff engaged him, but did not say anything about his being engaged by him on defendant's behalf, nor did he say defendant was to pay him. Witness did not know what he was engaged for. For the defence Mr. Holbrow stated that in July last plaintiff broke a plate glass panel in one of the swing-doors of the hotel. That glass was valued at \$10.00. Defendant then called up plaintiff who was then asked if he broke the glass, and the latter admitted he had done so. Defendant thereupon told him he must pay for it, and plaintiff asked to be allowed to do so by instalments, as he was a poor man. This was agreed to, and it was settled between the parties that plaintiff should have \$3.50 a month deducted out of his wages for three months. This was done, and at the end of that time the said months plaintiff signed a receipt for the balance of his wages, as well as a note thereon acknowledging that the deductions were quite in order.

His Honour: Where are those receipts?

Mr. Holbrow: (Producing three receipts). Here are, my Lord.

His Honour: Let's see them. After examining the receipts, addressing Mr. Gardiner, his Honour asked him what he had to say in face of those receipts.

Mr. Gardiner: I did not know anything about those receipts, my Lord, and I don't think there is anything left for me to say now. His Honour: Well, that part of your claim fails. What about the \$16?

Defendant stated that as regards the claim for wages for watchmen hired on his behalf, he never instructed plaintiff to engage any watchman on his behalf, as he did not require their services. He had no engagements at the City Hall on the dates mentioned, and no reason whatever for engaging any extra watchmen for duty there or anywhere else. He knew absolutely nothing about such a claim.

His Honour: Well, plaintiff's own witness admits that he does not know defendant, and was not engaged by the latter, and that defendant was not even mentioned. As regards the first claim, if plaintiff was dissatisfied with the deductions, he should have refused to accept the first month's reduced wages, or sign any receipt and then bring his action, when something might have been done, but having signed those receipts in full for three months, and accepted the reduced wages for that period he has no case now. There must be judgment for defendant with costs.

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Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this for BOMBAY on SATURDAY, the 3rd November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Britannia*, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt* due in London on the 15th December, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th October, 1906.

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The S.S. "AUSTRALIEN."

Captain Lemonnier, will be despatched for MARSEILLES on TUESDAY, the 13th November, at 1 P.M.

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Next sailings will be as follows:—

S.S. *TOKINET* 27th November.

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S.S. *POLYNESIE* 25th December.

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G. DE CHAMPEAUX, Agent.

Hongkong, 31st October, 1906.

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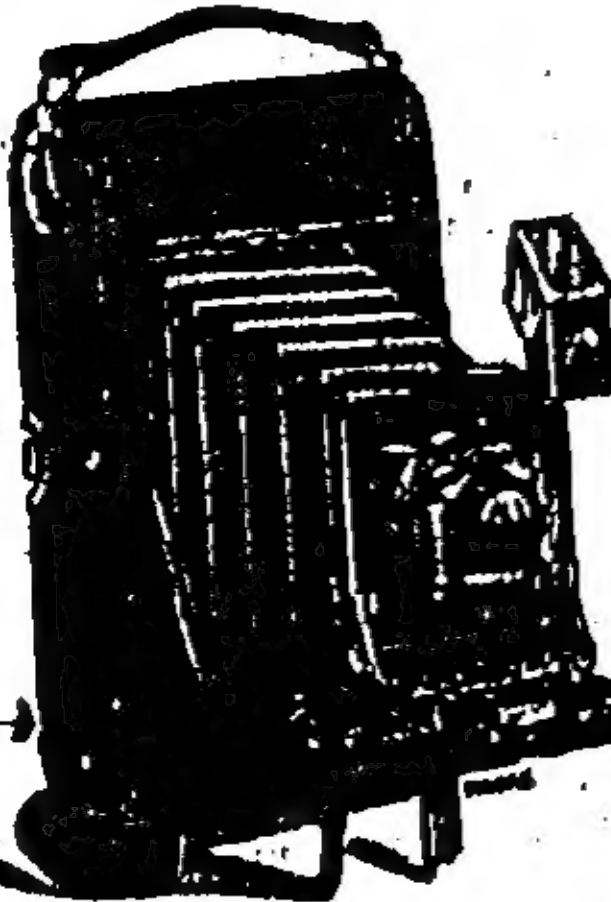
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